



ITEM FOR ENVIRONMENTAL BOARD AGENDA

**BOARD MEETING
DATE REQUESTED:** MAY 2, 2007

**NAME & NUMBER
OF PROJECT:** PARMER LANE EXTENSION PHASE 1A AND OLD HWY 20
SP-06-0544D

**NAME OF APPLICANT
OR ORGANIZATION:** Jones and Carter, Inc.
(James Schissler, P.E. - 441-9493)

LOCATION: 10200 Block of Old Hwy 20

PROJECT FILING DATE: SEPTEMBER 18, 2006

**WPDR/ENVIRONMENTAL
STAFF:** INGRID MCDONALD, 974-2711
INGRID.MCDONALD@CI.AUSTIN.TX.US

**WPDR/
CASE MANAGER:** Ron Czajkowski, 974-6307
RON.CZAJKOWSKI@ci.austin.tx.us

WATERSHED: Gilleland Creek (Suburban watershed)

ORDINANCE: Comprehensive Watershed Ordinance (current Code)

REQUEST: Variance request to exceed the 4' cut /fill maximum limit
(25-8-341, 342).
Variance request to exceed clearing width outside the right
of way (25-8-322).

STAFF RECOMMENDATION: Recommend with conditions.



MEMORANDUM

TO: Betty Baker, Chairperson
Members of the Zoning and Platting Commission

FROM: Ingrid McDonald, Environmental Program Coordinator
Watershed Protection and Development Review Department

DATE: April 25, 2007

SUBJECT: Parmer Lane Extension Phase 1A and Old. Hwy 20. (SP-06-0544D)
10200 US Hwy 290

Variance Request: Variance from LDC 25-8-341 and 342 – Cut/Fill maximum limits
Variance from LDC 25-8-322 – Clearing for a roadway

This is a public/private roadway improvement project between the City of Austin, Travis County and Wild Horse Addition. The applicants are seeking a variance to exceed four (4) feet of cut and fill and the allowable roadway clearing width to construct the proposed roadway improvements.

Description of Property

Approximately 1200 linear feet will be added to Parmer Lane extending from US Hwy 290 South to the Capital Metro railroad right-of-way to construct a four lane divided major arterial roadway. This project area encompasses 14.8 acres. This project will also include the realignment of Old Hwy 20 to intersect Parmer Lane at 90 degrees. The site is currently partially developed with Boyce Lane and Old Hwy 20 as two lane roadways connecting to US 290 east of SH 130. Boyce Lane and Old Hwy 20 west of the Parmer Lane Extension will be demolished and vacated after the new roadway is constructed. The proposed extension will include an enclosed drainage system with curb inlets and storm drain pipes to convey runoff from the roadway to a water quality facility located on the Northeast corner of the Parmer Lane/Old Hwy 20 intersection.

This proposed section of Parmer Lane lies in Gilleland Creek watershed, a Suburban watershed. The tract lies in the Desired Development Zone, but is not located over the Edwards Aquifer Recharge Zone. An unnamed, unclassified tributary to Gilleland Creek is located to the east of the project. Runoff from the existing Boyce Lane and Old Hwy 20 travels in roadside ditches to this tributary. There are two gas pipelines that cross the

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property that are not proposed to be disturbed. The total amount of impervious cover for this project is 2.59 acres. After taking out the asphalt on Boyce Lane and Old Hwy 20, the net change in impervious cover is +0.86 acres.

The applicant has worked with staff to provide additional erosion and sedimentation controls to prevent downstream sedimentation from the project. The proposed controls include additional sedimentation ponds and enhanced erosion controls that will be constructed in phases with the project.

Existing Topography/Soil Characteristics/Vegetation

Surface elevation ranges from approximately 520 feet above mean sea level (msl) to 540 feet above msl. The drainage area for the unnamed tributary is less than 300 acres, which is less than the 320 acre drainage area required for a minor waterway classification per the requirements of the City Code.

The soils on the site are Heiden Clay, Ferris Clay and Trinity Clay. These are type D soils with high shrinkage and swell potential.

Vegetation on the site consists mainly of small trees and brush with a grass pasture on the southeast portion of the site. Trees consist of Cottonwood, Elm, Hackberry, Mesquite and Willow, defined as Class III and IV in the Environmental Criteria Manual

Critical Environmental Features/Endangered Species

Staff had verified that there are no critical environmental features within or immediately adjacent to the site. .

Water/Wastewater

There are no water and wastewater improvements proposed with this project.

Variance Requests

The variances being requested by this project are as follows:

1. Variance from City Code Section 25-8-341 and 342-Cut/Fill Maximum Limits

Cut is proposed to a maximum of ten (10) feet and fill is proposed to a maximum of sixteen (16) feet. This variance is required to construct the improvements in a manner that will ensure that design speed requirements and intersection elevations can be met and to provide for positive drainage patterns around the improvements.

2. Variance from City Code Section 25-8-322 – Clearing for a Roadway

The clearing width for the improvements is proposed to exceed the proposed right-of-way and extends to a maximum of 600 feet outside of the right-of-way. The clearing area ranges from 150 feet to 600 feet in order to transition the roadway elevation to existing grade.

Similar Cases

The following projects had similar construction issues and received recommendations from the Environmental Board that were subsequently approved by the Zoning and Platting Commission:

Pedernales Electric Cooperative-Circle Drive (SP-06-0066D) requested a variance from LDC 25-8-341/342 for cut/fill in excess of 4 feet. The EV Board recommended approval on March 15, 2006 with the following conditions:

1. Applicant will provide dust control for the caliche parking area, including the submittal of materials information for review by WPDR staff.
2. Applicant will utilize the Grow Green guide for landscaping.
3. Applicant will provide 100% replacement for all Class I trees 8" or greater that are to be removed during construction.
4. Applicant will utilize an IPM plan.
5. Applicant will not use coal tar sealants.

Senna Hills – Revised Preliminary Plan #6 (C8-92-0080.06) requested a variance from LDC 13-3-639(b) to exceed roadway clearing width twice the roadway surface or width or the width of the dedicated right-of-way. The EV Board recommended approval on January 11, 2006 with the following conditions:

1. The revision proposal results in an environmentally-improved minor change to an approved preliminary plan. Total proposed impervious cover will decrease.
2. The proposed development is similar to existing development in other approved sections of the Senna Hills subdivision.
3. The applicant has been conscientious in designing and placing improvements in order to minimize any adverse impacts on the natural and traditional character of the land.

Conditions: Roadway clearance extending outside R.O.W. will be included in a P.U.E./Slope Easement with 3:1 slopes or greater, and/or employ the use of retaining walls.

Recommendations

Staff recommends approval of the variance requests because the findings of fact have been met.

Conditions

Staff recommends granting the variances with the following conditions:

- (1) The applicant will restore all disturbed areas using COA Spec 604S and 609S.
- (2) The applicant will replace all trees being removed at 100 inches of Class I trees within the Wild Horse Addition site.
- (3) No use of pesticides, herbicides, or fertilizer in Old Hwy 20 right-of-way.
- (4) The applicant will take necessary precautions to ensure that the existing gas pipelines will not be disturbed by the proposed improvements.

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If you have any questions or need additional information, please feel free to contact me at 974-2711.



Ingrid McDonald, Environmental Program Coordinator
Watershed Protection and Development Review

Environmental Officer:



J. Patrick Murphy



**Watershed Protection and Development Review Department
Staff Recommendations Concerning Required Findings
Water Quality Variances**

Application Name: Parmer Lane Extension Phase 1A and Old Hwy 20
Application Case No: SP-06-0544D
Code Reference: Land Development Code Section 25-8-322 Clearing outside of a right-of-way
Variance Request: To exceed clearing width outside the right-of-way.

A. Land Use Commission variance determinations from Chapter 25-8, Subchapter A – Water Quality of the City Code:

1. The requirement will deprive the applicant of a privilege or the safety of property given to owners of other similarly situated property with approximately contemporaneous development.

Yes. This variance is required to construct infrastructure to extend Parmer Lane to US Hwy 290. Granting the variance will provide material to construct the roadway, ensure that the site elevations are consistent with the roadway and avoid additional drainage modifications and structural containment.

2. The variance:

- a) Is not based on a condition caused by the method chosen by the applicant to develop the property, unless the development method provides greater overall environmental protection than is achievable without the variance;

Yes. The conditions are based on the existing roadway elevations and topographic constraints. The roadway infrastructure cannot be reasonably constructed without the variance.

- b) Is the minimum change necessary to avoid the deprivation of a privilege given to other property owners and to allow a reasonable use of the property;

Yes. A minimum change is being sought in order to avoid the deprivation of a privilege given to other property owners. No significant environmental impacts are expected as there are no affected CEF's and staff has worked with the applicant in providing increased erosion controls.

- c) Does not create a significant probability of harmful environmental consequences; and

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Yes. After taking out 81,700 square feet of asphalt with the vacation of Old Hwy 20, and adding the Parmer Lane extension, the net change in impervious cover is +0.86 acres. The applicant will provide tree mitigation, which is not required in the ETJ. Revegetation on Old Hwy 20 will be done with native grassland seeding and during construction, soil retention blankets and rock berms will be added to the outfall of the culvert at Hwy 290 to ensure water quality during construction of the extension.

3. Development with the variance will result in water quality that is at least equal to the water quality achievable without the variance.

Yes. During construction, soil retention blankets and added rock berms will be utilized at the culvert at Hwy 290 as well as employing COA approved erosion control methods, revegetation and a regional sedimentation/filtration basin will permanently service this part of the roadway.

B. Additional Land Use Commission variance determinations for a requirement of Section 25-8-393 (Water Quality Transition Zone), Section 25-8-423 (Water Quality Transition Zone), Section 25-8-453 (Water Quality Transition Zone), or Article 7, Division 1 (Critical Water Quality Zone Restrictions):

1. The above criteria for granting a variance are met;

Not applicable.

2. The requirement for which a variance is requested prevents a reasonable, economic use of the entire property; and

Not applicable.

3. The variance is the minimum change necessary to allow a reasonable, economic use of the entire property.

Not applicable.

Reviewer Name: Ingrid McDonald

Reviewer Signature: _____

Date: April 20, 2007

Staff may recommend approval of a variance after answering all applicable determinations in the affirmative (YES).

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**Watershed Protection and Development Review Department
Staff Recommendations Concerning Required Findings
Water Quality Variances**

Application Name: Parmer Lane Extension Phase 1A and Old Hwy 20
Application Case No: SP-06-0544D
Code Reference: Land Development Code Section 25-8-341 Cut Requirements & Section 25-8-342 Fill Requirements
Variance Request: To allow a cut of ten (10) ft & allow a fill of sixteen (16) ft for roadway construction.

A. Land Use Commission variance determinations from Chapter 25-8, Subchapter A – Water Quality of the City Code:

1. The requirement will deprive the applicant of a privilege or the safety of property given to owners of other similarly situated property with approximately contemporaneous development.

Yes. The variance will not be providing a special privilege to the applicant. In order to tie the extension of Parmer Lane into Hwy 290 and Old Hwy 20, cut and fill is required to meet the design speed.

2. The variance:

- a) Is not based on a condition caused by the method chosen by the applicant to develop the property, unless the development method provides greater overall environmental protection than is achievable without the variance;

Yes. The property will have positive drainage patterns after the construction of the roadway using the proposed variances. Grading the property provides the adequate elevation for tie ins to the existing roadways. While there may be some benefits to the property owner for the fill, it is not the primary reason for the fill.

- b) Is the minimum change necessary to avoid the deprivation of a privilege given to other property owners and to allow a reasonable use of the property;

Yes. The extent of the cut has been reduced by 2' from the original proposal.

- c) Does not create a significant probability of harmful environmental consequences; and

Yes. The applicant has agreed to tree mitigation, which is not required in the ETJ. The applicant will also revegetate after the demolition of Old Hwy 20 with native grassland and will provide an IPM plan for this disturbed area as well. During construction of the

extension, soil retention blankets and added rock berms will be utilized at the outfall of the culvert at Hwy 290.

3. Development with the variance will result in water quality that is at least equal to the water quality achievable without the variance.

Yes. In addition, the conditions previously mentioned will provide greater water quality. The new roadway will have a regional sedimentation/filtration basin for water quality.

B. Additional Land Use Commission variance determinations for a requirement of Section 25-8-393 (Water Quality Transition Zone), Section 25-8-423 (Water Quality Transition Zone), Section 25-8-453 (Water Quality Transition Zone), or Article 7, Division 1 (Critical Water Quality Zone Restrictions):

1. The above criteria for granting a variance are met;

Not applicable.

2. The requirement for which a variance is requested prevents a reasonable, economic use of the entire property; and

Not applicable.

3. The variance is the minimum change necessary to allow a reasonable, economic use of the entire property.

Not applicable.

Reviewer Name: Ingrid McDonald

Reviewer Signature: _____

Date: April 20, 2007

Staff may recommend approval of a variance after answering all applicable determinations in the affirmative (YES).

April 24, 2007

City of Austin Environmental Board
C/o Watershed Protection and Development Review Department
505 Barton Springs Road
Austin, Texas 78705

Re: Cut/Fill and Clearing Variances for Site Development Permit SP-06-0544D
Parmer Lane Extension Phase 1A and Old Hwy. 20
10200 US Hwy. 290
Austin, Texas

Dear Board Members:

On behalf of our client, Wild Horse Addition, Ltd., and Travis County Transportation and Natural Resources, Jones & Carter, Inc. is requesting a variance from the 4 foot cut/fill restriction per LDC 25-8-341 and 25-8-342, and a variance to allow clearing outside the right-of-way per LDC 25-8-322, for the Parmer Lane Extension project south of US Hwy 290. The project is associated with the Wildhorse Ranch Planned Unit Development project (C814-00-2063) that was approved by City Council on February 14, 2002. Parmer Lane Extension is shown in the CAMPO 2030 Plan as a MAD4 roadway from US 290 south to SH 130. Travis County and the City of Austin are jointly funding the project with the developer and the road will be dedicated to Travis County. The Parmer Lane Participation Agreement was approved by Travis County Commissioners Court, and the interlocal agreement between Travis County and the City of Austin is being drafted at this time.

1. The Parmer Lane Extension Phase 1A project is the 1200 foot extension of a four-lane divided major arterial roadway from US Hwy 290 going south to the Capital Metro railroad right-of-way, and the relocation of 500 feet of Old Hwy 20 to intersect the Parmer Lane Extension at 90 degrees. The vertical alignment of Parmer Lane is restricted by the elevation of the US Hwy 290 intersection, the Old Hwy 20 intersection, and the Capital Metro railroad tracks. To tie into these three elevations and meet the 45 MPH design speed for the major arterial, the cut and fill required for the road and embankments exceed 4 feet. The maximum cut is ten feet and the maximum fill is sixteen feet. The roadway construction is phased to allow Old Hwy. 20 to remain in operation until the Parmer Lane Extension is operational. Clearing outside the right-of-way will allow the developer's adjacent property to provide the fill soil necessary to construct the south portion of the Parmer Lane as Phase 1. Phase 2 will involve construction of the north portion of the Parmer Lane Extension and placing any excess fill material back onto the developer's site.

2. The project was designed within minimum departures to still allow the Parmer Lane Extension to be constructed to meet the design speed and vertical alignment with US 290, Old Hwy 20 and the Capital Metro railroad. Side slopes are 3 to 1 to minimize the potential for erosion of the side slopes. To construct vertical walls at the right-of-way line in-lieu-of cutting and filling outside the right-of-way would significantly increase the cost of the project and increase the risk to the public's health, safety and welfare.

3. The project does not provide special privileges not enjoyed by other similarly situated properties with similarly timed development because it is required to be constructed by the Wild Horse Ranch P.U.D. approved by the City Council. It is not based on a special or unique condition that was created as a result of the method by which a person voluntarily subdivided land because no land was subdivided to require the road alignment.

Austin Platting and Zoning Commissioners

April 24, 2007

Page 2

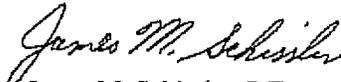
4. The strict application of the requirement would require vertical walls to be built at the right-of-way rather than a sloped embankment. This would increase the cost of the project being jointly funded by the developer, Travis County and the City of Austin. The retaining walls would increase the safety hazards for a vehicle that jumped the curb and impacted the retaining wall.

5. The project is not in Barton Springs Zone; it lies within the Gilleland Creek (Suburban) Watershed.

The construction limits will include temporary construction easements extending beyond the Parmer Lane right-of-way. The proposed side slopes will allow stabilization and revegetation of the embankments with native seeding. Native herbaceous plants will be used in the sedimentation basin to mitigate the cut and fill in the existing ditch required by the box culvert under Parmer Lane. Tree replacement will be provided on the adjoining Wild Horse Addition property at a ratio of 100 caliper inches replacing the 523 caliper inches removed.

If you have any questions or require additional information, please contact me at (512) 441-9493.

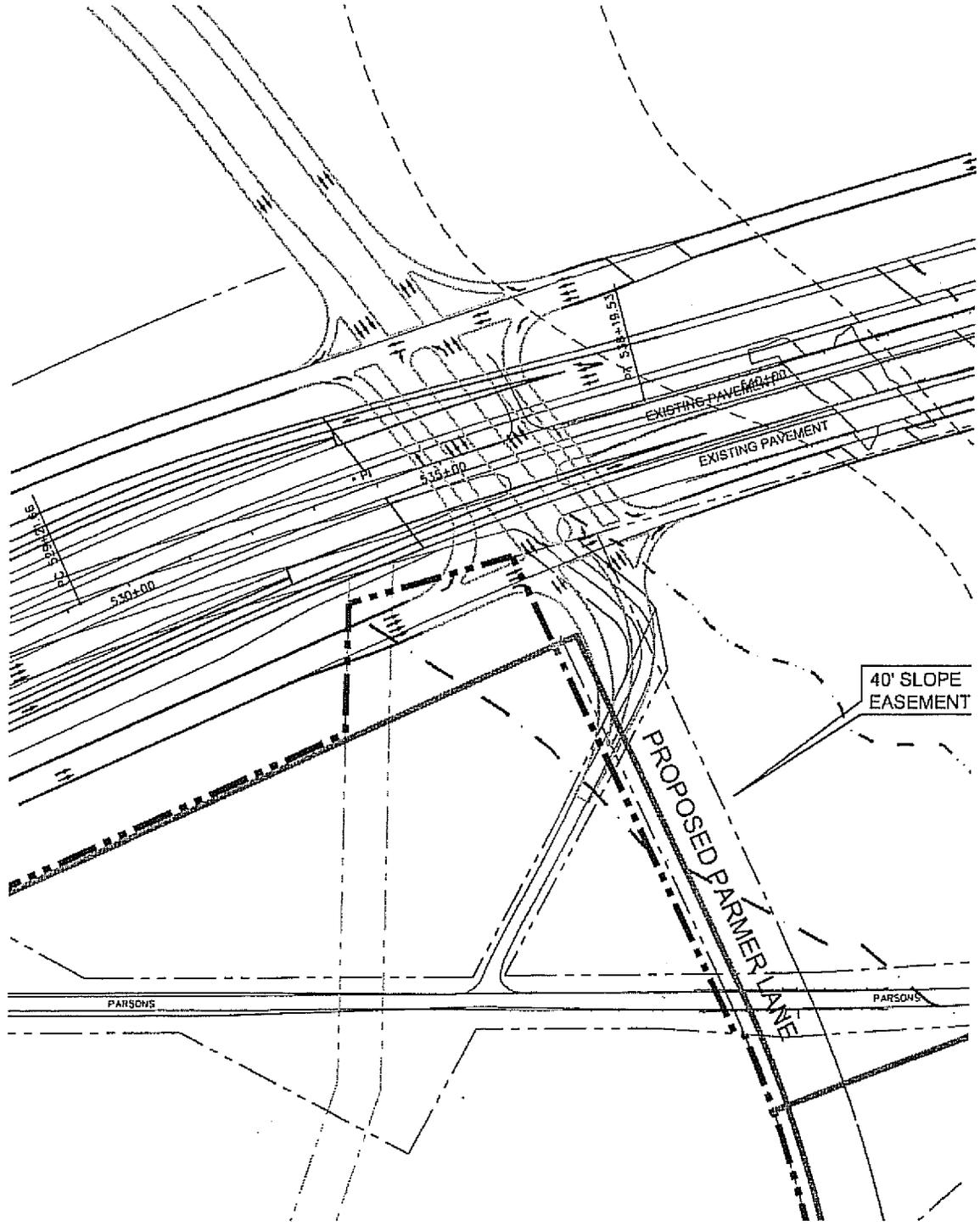
Very truly yours,
Jones & Carter, Inc.

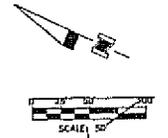
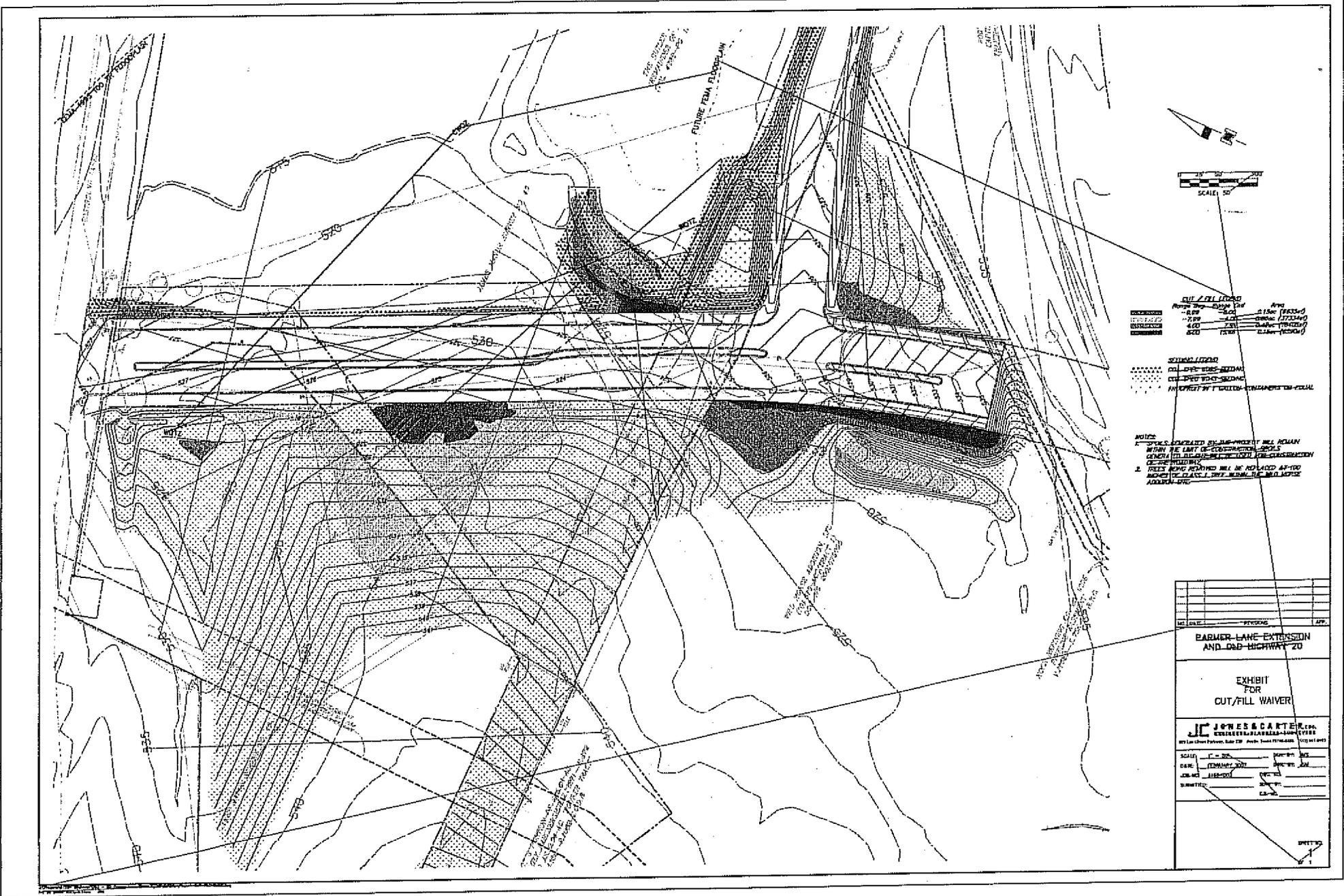

James M. Schissler, P.E.

Cc: Mark Drinkard, Wild Horse Addition, Ltd.

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CUT/FILL LEGEND

Symbol	Material	Area
(Diagonal hatching)	1.5% (1:66.7)	1.5% (1:66.7)
(Cross-hatching)	2.0% (1:50.0)	2.0% (1:50.0)
(Vertical hatching)	3.0% (1:33.3)	3.0% (1:33.3)
(Horizontal hatching)	4.0% (1:25.0)	4.0% (1:25.0)

STAGING LEGEND

- COLL. SPREADS - BEDDING
- COLL. SPREADS - SLIDING
- AREA OF STAGING - TEMPORARY OR PERMANENT

NOTES

1. SPREADS EXCEPT BY THE PROJECT WILL REMAIN WITHIN THE EXISTING CONSTRUCTION ZONES GENERAL DRAINAGE TO THE LOCAL DRAINAGE SYSTEMS IS TO BE MAINTAINED.
2. TREE REMOVALS WILL BE REPLACED AT 100% AND NOT IN CLASS 1, BUT NEAR THE MID-LIFE ADDITIONAL.

NO.	DATE	REVISIONS	APP.

FARMER LANE EXTENSION AND DAD HIGHWAY 20
EXHIBIT FOR CUT/FILL WAIVER

JC JONES & CARTER, Inc.
 ENGINEERS, PLANNERS & ARCHITECTS
 801 Lee Street, P.O. Box 210, Andover, MA 01810 (978) 475-1111

SCALE: 1" = 50'
 DATE: FEBRUARY 2002
 JOB NO: 1182-001
 DRAWN BY: [Signature]
 CHECKED BY: [Signature]



ENVIRONMENTAL BOARD MOTION 050207-B3

Date: May 2, 2007

Subject: Parmer Lane Extension Phase 1A and Old Highway 20

Motioned By: Phil Moncada

Seconded by: John Dupnik, P. G.

Recommendation

The Environmental Board recommends approval with conditions of variances to 1) LDC Sections 25-8-341 and 25-8-342 – To exceed the 4' cut/fill maximum, and 2) LDC Section 25-8-322 – To exceed clearing width outside the right of way for the Parmer Lane Extension Phase 1A and Old Highway 20 project.

Staff Conditions

1. The Applicant will restore all disturbed areas using City of Austin Spec 604S and 609S.
2. The Applicant will replace all trees being removed at 100 inches of Class 1 trees within the Wild Horse Addition site.
3. The Applicant will not use pesticides, herbicides, or fertilizer in the Old Highway 20 right-of-way.
4. The Applicant will take necessary precautions to ensure that the existing gas pipelines will not be disturbed by the proposed improvements.

Board Conditions

None.

Rationale

The Findings of Fact have been met, and the proposed project will create and environmentally improved development.

Vote 8-0-0-0

For: Anderson, Neely, Moncada, Curra, Maxwell, Dupnik, Beall and Ahart

Against:

Abstain:

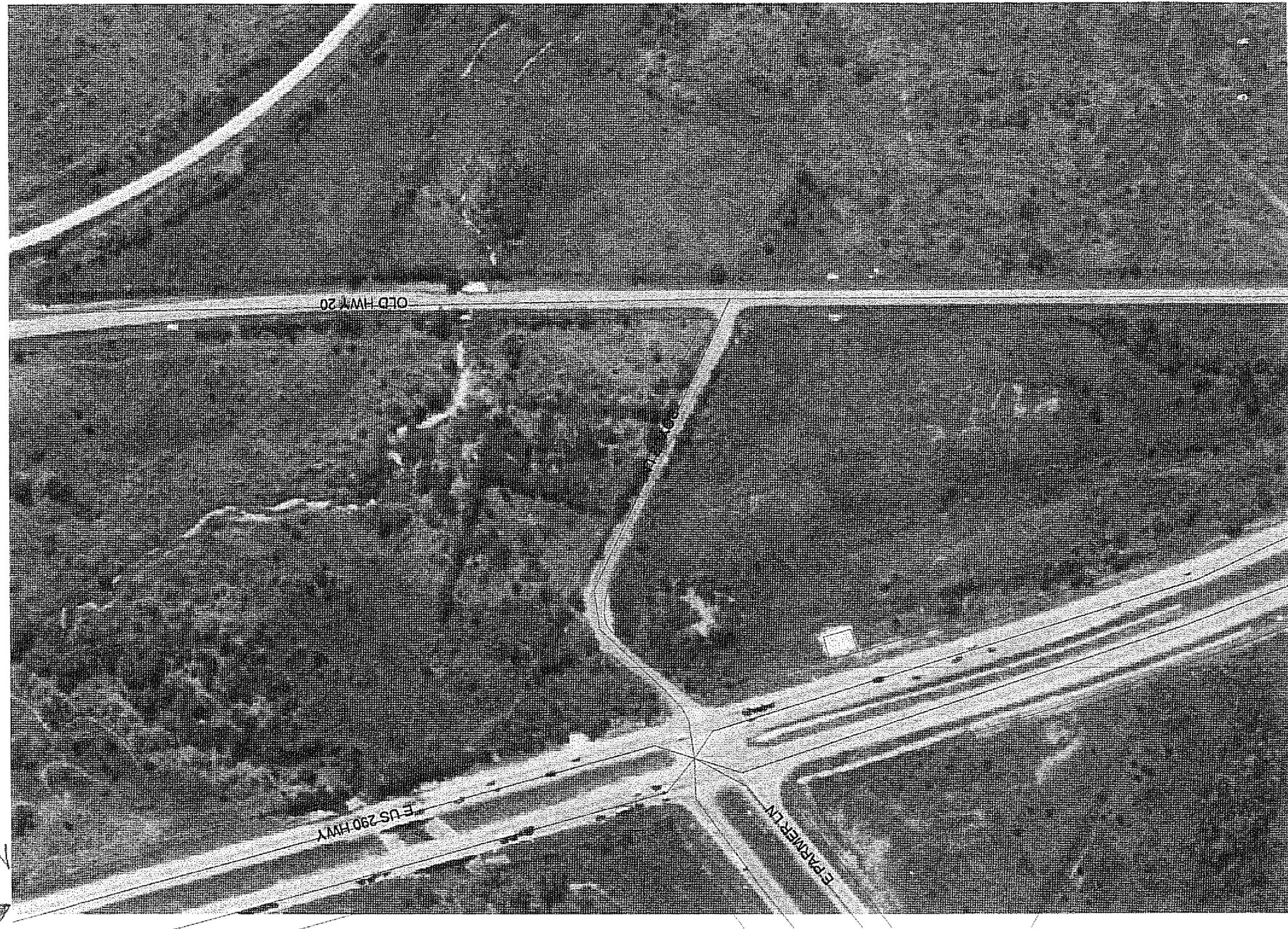
Absent: Julie Jenkins resigned as of 5/2/2007.

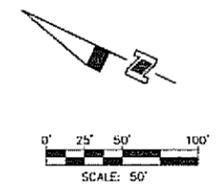
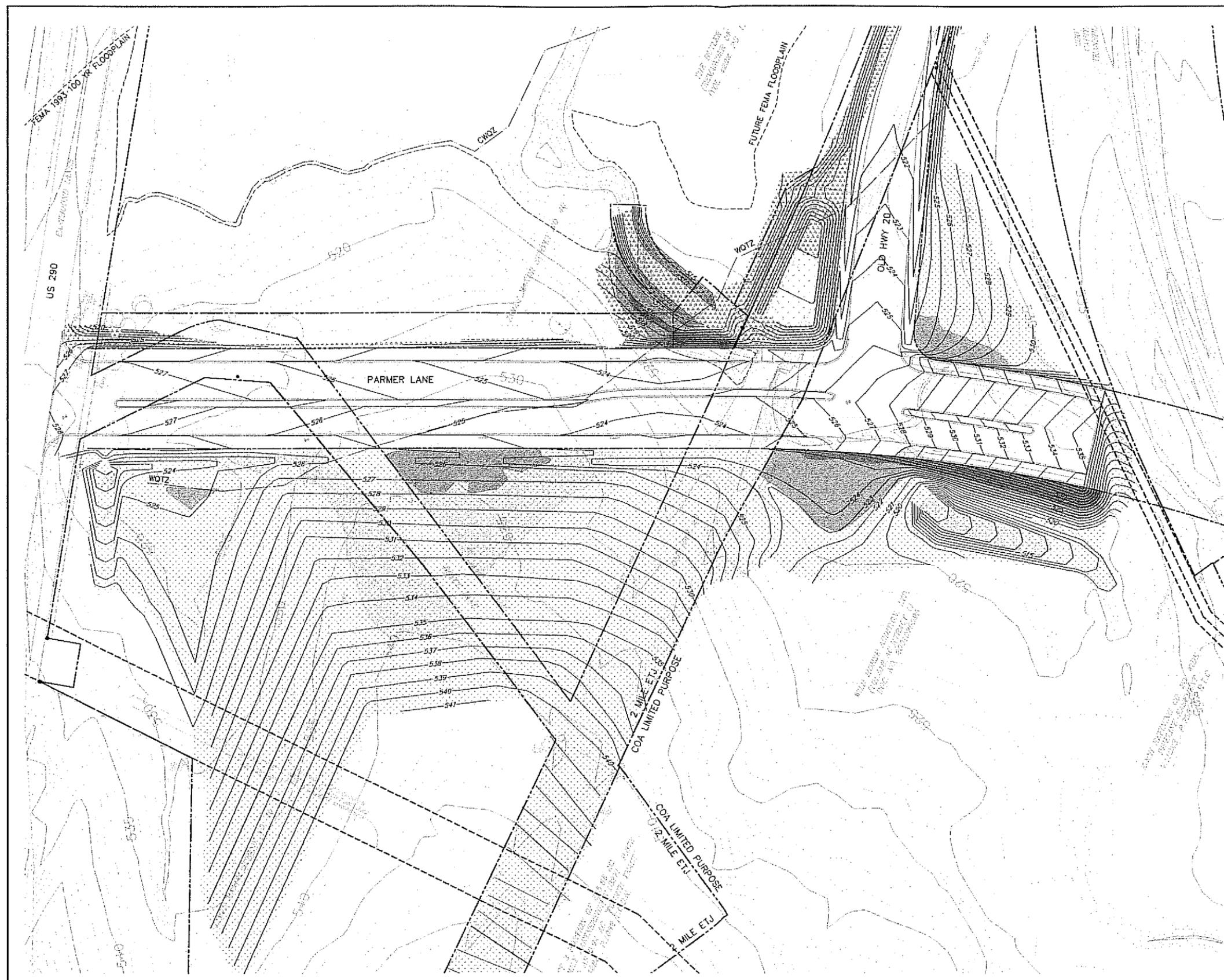
Approved By:

Dave Anderson P.E., CFM
Environmental Board Chair

10300 Old Hwy 20 - Farmer Lane Extension

2003 8/17/03





CUT / FILL LEGEND

Range Beg	Range End	Area
-9.99	-8.00	0.15ac (6635sf)
-7.99	-4.00	0.86ac (37334sf)
-4.00	7.99	0.42ac (18425sf)
8.00	15.66	0.15ac (6590sf)

SEEDING LEGEND

- COA SPEC 60S5 SEEDING
- COA SPEC 60A5 SEEDING
- FROGFRUIT IN 1 GALLON CONTAINERS OR EQUAL

- NOTES:**
- SPOILS GENERATED BY THE PROJECT WILL REMAIN WITHIN THE LIMIT OF CONSTRUCTION. SPOILS GENERATED BY CUT WILL BE USED FOR CONSTRUCTION OF THE ROADWAY.
 - TREES BEING REMOVED WILL BE REPLACED AT 100 INCHES OF CLASS 1 TREE WITHIN THE WILD HORSE ADDITION SITE.

NO.	DATE	REVISED	APP.
PARMER LANE EXTENSION AND OLD HIGHWAY 20			
EXHIBIT FOR CUT/FILL WAIVER			
JONES & CARTER, INC. ENGINEERS • PLANNERS • SURVEYORS <small>850 Las Colinas Parkway, Suite 200 • Austin, Texas 78745-5495 • (512) 411-9433</small>			
SCALE:	1" = 50'	DNW. BY:	JMS
DATE:	FEBRUARY 2007	DNW. BY:	JSM
JOB NO.:	A155-003	DWG. NO.:	
SUBMITTED:		SURV. BY:	
		F.B. NO.:	
SHEET NO. 1 OF 1			

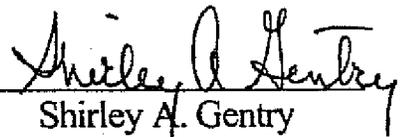
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 PLOT: 22 April 2007, 3:05pm JSM

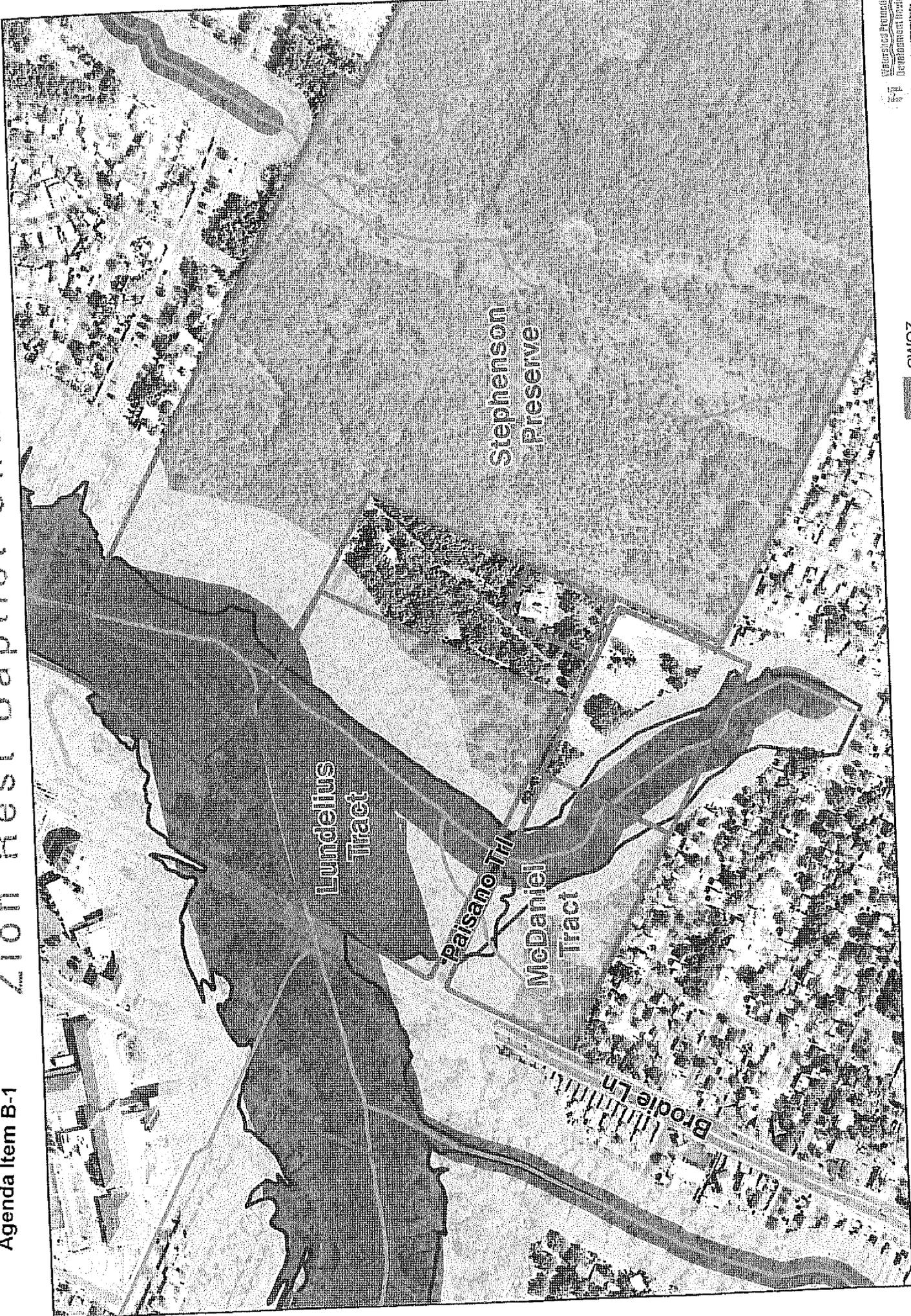
RESOLUTION NO. 20070412-016

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

The City Council directs the City Manager to initiate code amendments and/or development agreements to appropriately address proposed development for Zion Rest Baptist Church at 3326 Paisano Trail, Austin, Texas, and its associated property located across from the church on Paisano Trail and the Westbank Community Library District located generally in the western portion of Travis County within the Eanes Independent School District.

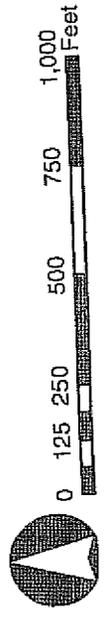
ADOPTED: April 12, 2007

ATTEST: 
Shirley A. Gentry
City Clerk



Map of the Property
The property has been surveyed by a
licensed surveyor and is shown in
the map. The map is not a warranty of
title or a representation of the
accuracy of the information shown.

- CWQZ
- WQTZ
- Zion Rest Baptist Church
- Creeks
- City of Austin Parcels
- 100-Year Floodplain





ENVIRONMENTAL BOARD MOTION 050207-B1

Date: May 2, 2007

Subject: Zion Rest Baptist Church

Motioned By: Phil Moncada

Seconded by: Dr. Mary G. Maxwell

Recommendation

The Environmental Board recommends **approval with conditions** of a request to grant site specific amendments to the Save Our Springs (SOS) for the Zion Rest Baptist Church as follows:

- 1) Land Development Code Section: 25-8-514 (A) (Pollution Prevention Required) – To allow impervious cover in excess of 15% in the recharge zone and to allow water quality controls designed and constructed in accordance with Land Development Code 25-8-213 (A), (B), and (C) (Water Quality Control Standards).
- 2) Land Development Code Section 25-8-213 (D) (Water Quality Control Standards) – To waive the Barton Springs Zone requirements for water quality controls.
- 3) Land Development Code Section: 25-8-483 (Water Quality Transition Zone) – To grant a variance to allow construction in the water quality transition zone of:
 - (a) Detention facilities;
 - (b) Water quality controls; and
 - (c) Portions of the church facility and parking.

Staff Conditions

1. Limit parking to areas outside of the Critical Water Quality Zone.

Board Conditions

1. The Applicant will continue to work with City of Austin staff will to continue to amend their proposed site plan to get as close as possible to current code and S.O.S standards.
2. The Applicant will return to the Environmental Board as part of the Site Planning Process to communicate the final product.
3. The use of this tract will be limited to worship, and in the event that a land use other than worship occurs on this tract, current water quality regulations would apply.
4. Staff will investigate opportunities to realign Paisano Trail to cluster development.
5. Staff will investigate opportunities for swapping land with an adjacent, eastern tract (Stephenson Tract).
6. Staff will investigate opportunities for re-irrigation of detained water on adjacent eastern tract (Stephenson Tract).

Rationale

There is a significant cultural and religious history associated with Zion Rest Baptist Church, which makes this particular case unusual. There also appears to be room for movement between the City and the Applicant, whom with further time might come to an agreeable solution that meets current regulations but also provides Zion Rest Baptist Church with reasonable use of their property. The church will seek a

Service Extension Request to tie into the City of Austin Water Utility's wastewater collection system, which will reduce the pollutants flowing into the adjacent stream due to the use of septic on the subject tract. In addition, the retrofit of additional downstream controls on the McDaniel tract that will also mitigate future potential water quality impacts.

Vote 5-3-0-0

For: Anderson, Maxwell, Moncada, Ahart, and Dupnik

Against: Beall, Curra, and Neely

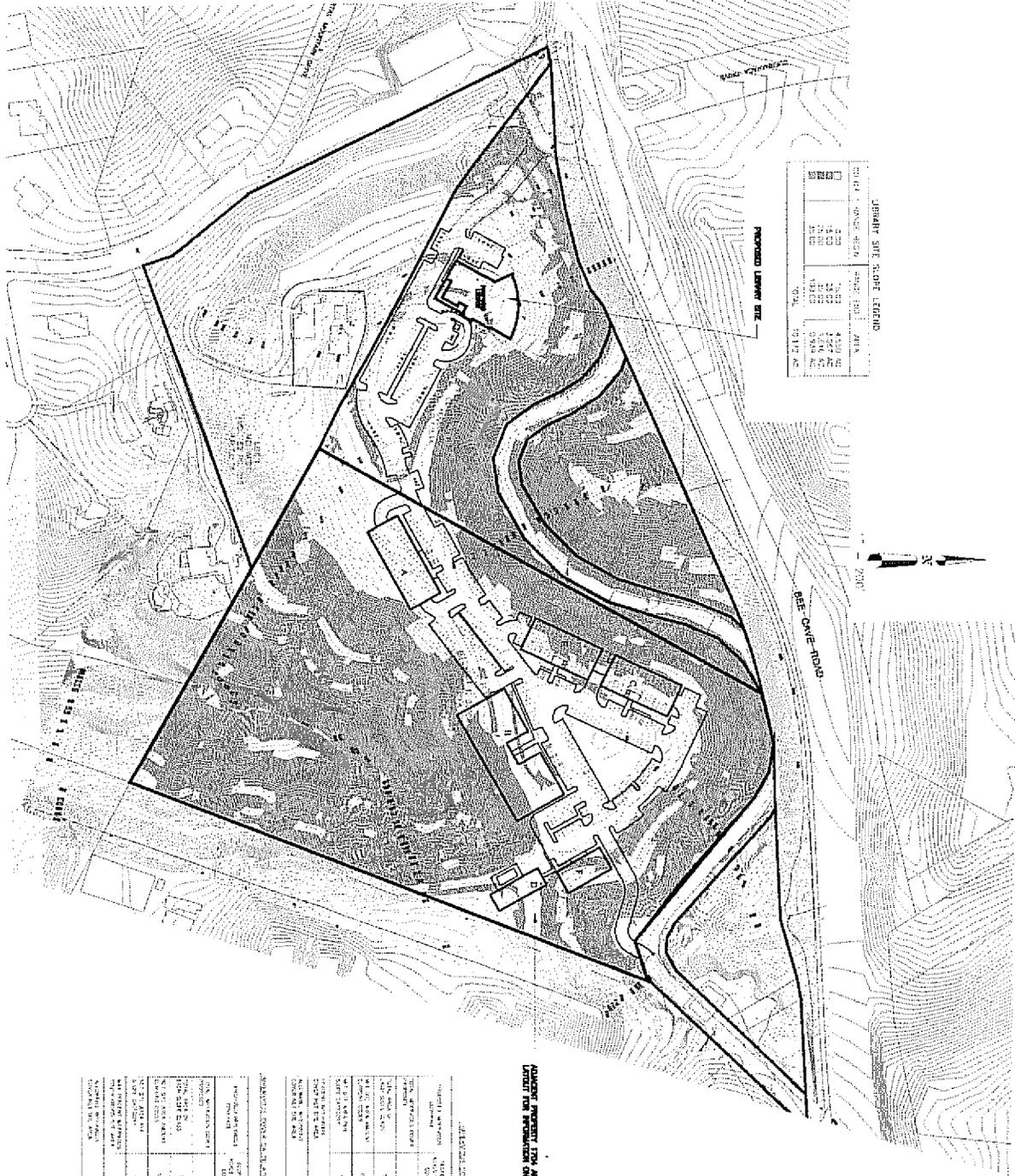
Abstain:

Absent:

Approved By:

A handwritten signature in black ink, appearing to read "D Anderson", followed by the initials "P.E." in a smaller font.

Dave Anderson P.E., CFM
Environmental Board Chair



QUANTITIES SUMMARY FOR APPROVED PLAN FOR PROVISIONS ONLY

*ALL QUANTITIES SHOWN ARE APPROXIMATE AND SUBJECT TO CHANGE BASED ON THE FINAL, REVISED DESIGN.

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	AMOUNT	UNIT PRICE	TOTAL
1.00	CONCRETE	1,400	CY	1,400	1.00	1,400
2.00	STEEL	1,000	LB	1,000	1.00	1,000
3.00	ASPHALT	1,000	SY	1,000	1.00	1,000
4.00	PAVING	1,000	SY	1,000	1.00	1,000
5.00	LANDSCAPING	1,000	SY	1,000	1.00	1,000
6.00	UTILITIES	1,000	SY	1,000	1.00	1,000
7.00	CONCRETE	1,400	CY	1,400	1.00	1,400
8.00	STEEL	1,000	LB	1,000	1.00	1,000
9.00	ASPHALT	1,000	SY	1,000	1.00	1,000
10.00	PAVING	1,000	SY	1,000	1.00	1,000
11.00	LANDSCAPING	1,000	SY	1,000	1.00	1,000
12.00	UTILITIES	1,000	SY	1,000	1.00	1,000
13.00	CONCRETE	1,400	CY	1,400	1.00	1,400
14.00	STEEL	1,000	LB	1,000	1.00	1,000
15.00	ASPHALT	1,000	SY	1,000	1.00	1,000
16.00	PAVING	1,000	SY	1,000	1.00	1,000
17.00	LANDSCAPING	1,000	SY	1,000	1.00	1,000
18.00	UTILITIES	1,000	SY	1,000	1.00	1,000
19.00	CONCRETE	1,400	CY	1,400	1.00	1,400
20.00	STEEL	1,000	LB	1,000	1.00	1,000
21.00	ASPHALT	1,000	SY	1,000	1.00	1,000
22.00	PAVING	1,000	SY	1,000	1.00	1,000
23.00	LANDSCAPING	1,000	SY	1,000	1.00	1,000
24.00	UTILITIES	1,000	SY	1,000	1.00	1,000
25.00	CONCRETE	1,400	CY	1,400	1.00	1,400
26.00	STEEL	1,000	LB	1,000	1.00	1,000
27.00	ASPHALT	1,000	SY	1,000	1.00	1,000
28.00	PAVING	1,000	SY	1,000	1.00	1,000
29.00	LANDSCAPING	1,000	SY	1,000	1.00	1,000
30.00	UTILITIES	1,000	SY	1,000	1.00	1,000
31.00	CONCRETE	1,400	CY	1,400	1.00	1,400
32.00	STEEL	1,000	LB	1,000	1.00	1,000
33.00	ASPHALT	1,000	SY	1,000	1.00	1,000
34.00	PAVING	1,000	SY	1,000	1.00	1,000
35.00	LANDSCAPING	1,000	SY	1,000	1.00	1,000
36.00	UTILITIES	1,000	SY	1,000	1.00	1,000
37.00	CONCRETE	1,400	CY	1,400	1.00	1,400
38.00	STEEL	1,000	LB	1,000	1.00	1,000
39.00	ASPHALT	1,000	SY	1,000	1.00	1,000
40.00	PAVING	1,000	SY	1,000	1.00	1,000
41.00	LANDSCAPING	1,000	SY	1,000	1.00	1,000
42.00	UTILITIES	1,000	SY	1,000	1.00	1,000
43.00	CONCRETE	1,400	CY	1,400	1.00	1,400
44.00	STEEL	1,000	LB	1,000	1.00	1,000
45.00	ASPHALT	1,000	SY	1,000	1.00	1,000
46.00	PAVING	1,000	SY	1,000	1.00	1,000
47.00	LANDSCAPING	1,000	SY	1,000	1.00	1,000
48.00	UTILITIES	1,000	SY	1,000	1.00	1,000
49.00	CONCRETE	1,400	CY	1,400	1.00	1,400
50.00	STEEL	1,000	LB	1,000	1.00	1,000
51.00	ASPHALT	1,000	SY	1,000	1.00	1,000
52.00	PAVING	1,000	SY	1,000	1.00	1,000
53.00	LANDSCAPING	1,000	SY	1,000	1.00	1,000
54.00	UTILITIES	1,000	SY	1,000	1.00	1,000
55.00	CONCRETE	1,400	CY	1,400	1.00	1,400
56.00	STEEL	1,000	LB	1,000	1.00	1,000
57.00	ASPHALT	1,000	SY	1,000	1.00	1,000
58.00	PAVING	1,000	SY	1,000	1.00	1,000
59.00	LANDSCAPING	1,000	SY	1,000	1.00	1,000
60.00	UTILITIES	1,000	SY	1,000	1.00	1,000
61.00	CONCRETE	1,400	CY	1,400	1.00	1,400
62.00	STEEL	1,000	LB	1,000	1.00	1,000
63.00	ASPHALT	1,000	SY	1,000	1.00	1,000
64.00	PAVING	1,000	SY	1,000	1.00	1,000
65.00	LANDSCAPING	1,000	SY	1,000	1.00	1,000
66.00	UTILITIES	1,000	SY	1,000	1.00	1,000
67.00	CONCRETE	1,400	CY	1,400	1.00	1,400
68.00	STEEL	1,000	LB	1,000	1.00	1,000
69.00	ASPHALT	1,000	SY	1,000	1.00	1,000
70.00	PAVING	1,000	SY	1,000	1.00	1,000
71.00	LANDSCAPING	1,000	SY	1,000	1.00	1,000
72.00	UTILITIES	1,000	SY	1,000	1.00	1,000
73.00	CONCRETE	1,400	CY	1,400	1.00	1,400
74.00	STEEL	1,000	LB	1,000	1.00	1,000
75.00	ASPHALT	1,000	SY	1,000	1.00	1,000
76.00	PAVING	1,000	SY	1,000	1.00	1,000
77.00	LANDSCAPING	1,000	SY	1,000	1.00	1,000
78.00	UTILITIES	1,000	SY	1,000	1.00	1,000
79.00	CONCRETE	1,400	CY	1,400	1.00	1,400
80.00	STEEL	1,000	LB	1,000	1.00	1,000
81.00	ASPHALT	1,000	SY	1,000	1.00	1,000
82.00	PAVING	1,000	SY	1,000	1.00	1,000
83.00	LANDSCAPING	1,000	SY	1,000	1.00	1,000
84.00	UTILITIES	1,000	SY	1,000	1.00	1,000
85.00	CONCRETE	1,400	CY	1,400	1.00	1,400
86.00	STEEL	1,000	LB	1,000	1.00	1,000
87.00	ASPHALT	1,000	SY	1,000	1.00	1,000
88.00	PAVING	1,000	SY	1,000	1.00	1,000
89.00	LANDSCAPING	1,000	SY	1,000	1.00	1,000
90.00	UTILITIES	1,000	SY	1,000	1.00	1,000
91.00	CONCRETE	1,400	CY	1,400	1.00	1,400
92.00	STEEL	1,000	LB	1,000	1.00	1,000
93.00	ASPHALT	1,000	SY	1,000	1.00	1,000
94.00	PAVING	1,000	SY	1,000	1.00	1,000
95.00	LANDSCAPING	1,000	SY	1,000	1.00	1,000
96.00	UTILITIES	1,000	SY	1,000	1.00	1,000
97.00	CONCRETE	1,400	CY	1,400	1.00	1,400
98.00	STEEL	1,000	LB	1,000	1.00	1,000
99.00	ASPHALT	1,000	SY	1,000	1.00	1,000
100.00	PAVING	1,000	SY	1,000	1.00	1,000
101.00	LANDSCAPING	1,000	SY	1,000	1.00	1,000
102.00	UTILITIES	1,000	SY	1,000	1.00	1,000
103.00	CONCRETE	1,400	CY	1,400	1.00	1,400
104.00	STEEL	1,000	LB	1,000	1.00	1,000
105.00	ASPHALT	1,000	SY	1,000	1.00	1,000
106.00	PAVING	1,000	SY	1,000	1.00	1,000
107.00	LANDSCAPING	1,000	SY	1,000	1.00	1,000
108.00	UTILITIES	1,000	SY	1,000	1.00	1,000
109.00	CONCRETE	1,400	CY	1,400	1.00	1,400
110.00	STEEL	1,000	LB	1,000	1.00	1,000
111.00	ASPHALT	1,000	SY	1,000	1.00	1,000
112.00	PAVING	1,000	SY	1,000	1.00	1,000
113.00	LANDSCAPING	1,000	SY	1,000	1.00	1,000
114.00	UTILITIES	1,000	SY	1,000	1.00	1,000
115.00	CONCRETE	1,400	CY	1,400	1.00	1,400
116.00	STEEL	1,000	LB	1,000	1.00	1,000
117.00	ASPHALT	1,000	SY	1,000	1.00	1,000
118.00	PAVING	1,000	SY	1,000	1.00	1,000
119.00	LANDSCAPING	1,000	SY	1,000	1.00	1,000
120.00	UTILITIES	1,000	SY	1,000	1.00	1,000
121.00	CONCRETE	1,400	CY	1,400	1.00	1,400
122.00	STEEL	1,000	LB	1,000	1.00	1,000
123.00	ASPHALT	1,000	SY	1,000	1.00	1,000
124.00	PAVING	1,000	SY	1,000	1.00	1,000
125.00	LANDSCAPING	1,000	SY	1,000	1.00	1,000
126.00	UTILITIES	1,000	SY	1,000	1.00	1,000
127.00	CONCRETE	1,400	CY	1,400	1.00	1,400
128.00	STEEL	1,000	LB	1,000	1.00	1,000
129.00	ASPHALT	1,000	SY	1,000	1.00	1,000
130.00	PAVING	1,000	SY	1,000	1.00	1,000
131.00	LANDSCAPING	1,000	SY	1,000	1.00	1,000
132.00	UTILITIES	1,000	SY	1,000	1.00	1,000
133.00	CONCRETE	1,400	CY	1,400	1.00	1,400
134.00	STEEL	1,000	LB	1,000	1.00	1,000
135.00	ASPHALT	1,000	SY	1,000	1.00	1,000
136.00	PAVING	1,000	SY	1,000	1.00	1,000
137.00	LANDSCAPING	1,000	SY	1,000	1.00	1,000
138.00	UTILITIES	1,000	SY	1,000	1.00	1,000
139.00	CONCRETE	1,400	CY	1,400	1.00	1,400
140.00	STEEL	1,000	LB	1,000	1.00	1,000
141.00	ASPHALT	1,000	SY	1,000	1.00	1,000
142.00	PAVING	1,000	SY	1,000	1.00	1,000
143.00	LANDSCAPING	1,000	SY	1,000	1.00	1,000
144.00	UTILITIES	1,000	SY	1,000	1.00	1,000
145.00	CONCRETE	1,400	CY	1,400	1.00	1,400
146.00	STEEL	1,000	LB	1,000	1.00	1,000
147.00	ASPHALT	1,000	SY	1,000	1.00	1,000
148.00	PAVING	1,000	SY	1,000	1.00	1,000
149.00	LANDSCAPING	1,000	SY	1,000	1.00	1,000
150.00	UTILITIES	1,000	SY	1,000	1.00	1,000

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NO.	DATE	REVISION	BY



ENVIRONMENTAL BOARD MOTION 050207-B2

Date: May 2, 2007

Subject: Westbank Community Library

Motioned By: Phil Moncada

Seconded by: Rodney Ahart

Recommendation

The Environmental Board recommends **approval with conditions** for the Westbank Community Library as follows: 1) To amend the Save Our Springs (SOS) Regulations as follows: Land Development Code Section 25-8-514 (A) (*Pollution Prevention Required*) - to allow impervious cover of up to 45,000 square feet in the Barton Creek contributing zone, and to allow water quality controls designed and constructed in accordance with Section 25-8-213 (A), (B), and (C) (*Water Quality Control Standards*).

2) Land Development Code Section 25-8-65 (*Roadways*) - To grant a variance so that consideration of boundary street impervious cover is not required.

3) Land Development Code Section 25-8-213 (D) (*Water Quality Control Standards*) - To waive the Barton Springs Zone requirements for water quality controls.

4) Land Development Code Sections 25-8-301 (*Construction of a Roadway or Drive*) 25-8-341 (*Cut Requirements*), and 25-8-342 (*Fill Requirements*) - to grant a variance to allow construction of a private access drive, and water quality and detention facilities.

5) Land Development Code Section 25-8-454 (*Uplands Zone*) to grant a variance to allow up to 40,000 square feet of impervious cover in a Water Supply Rural Watershed (Lake Austin).

Staff Conditions

1. Limits impervious cover to the proposed exhibit
2. Implement the IPM plan
3. Education Kiosk Library
4. Native Landscaping
5. Low impacts development techniques
6. Rainwater harvesting is possible

Board Conditions

1. Library will provide public information to enhance water quality and education for the public

Rationale

This development provides an opportunity to expand library resources in Extraterritorial Jurisdiction (ETJ). Additional impervious cover runoff will be directed to the Lake Austin and treated. If use of Library ceases, then site development will revert to current code requirements. This development services a public purpose.

Vote 7-1-0-0

For: Anderson, Maxwell, Moncada, Curra, Neely, Ahart and Dupnik

Against: Beall

Abstain:

Absent:

Approved By:



Dave Anderson P.E., CFM
Environmental Board Chair